Peer Exchange Questions on Asset Management
District of Columbia

1. How is your organization using asset management in decision making and resource allocation?

The District of Columbia currently is in the last year of a five year pilot asset management/performance based contract with VMS, Inc., to maintain its 75 mile NHS System. This contract includes surface repairs, bridge maintenance, mowing, litter and trash pickup, catch basin cleaning, lighting maintenance, street sweeping, snow removal, and other categories totaling, 14 in all. The signal system is not included. A copy of a TRB paper on the topic is attached.

TRB 2004 email 2.ppt

For the balance of the system, at this time, DC only has in place a street oriented system (SIS) based on 1990 FHWA PMS requirements. It does have a fully developed GIS link to allow mapping and analyzing program decisions versus other factors/projects/programs such as lighting improvements, development activities, or utility investments. The Asset Management system works off the SIS and makes a first cut at allocating resources. It heavily favors maintenance activities, as it should. Data is collected by an automated distress survey van.

Tunnel, retaining wall, and culvert management systems and an upgrade of PONTIS to make it more useful in our setting are all in process. They will all work in conjunction with the SIS off a unified database that is GIS linked, but further enhancements to allow what-if exercises, shifting between programs, must be done manually, now and in the near future. In the process of developing the unified database for all asset data (TEAMS), DDOT is in the process of upgrading its asset management abilities.

a. Who are the primary users of asset management and how are they using it (staff level only, director, governors, etc.)

The Asset Manager proposes a six year list of projects to the four geographic based teams who work with Ward based DDOT transportation planners and public participation processes and utility companies to determine the actual program. It is updated yearly. At this time bridge maintenance money is allocated based on bridges with worst conditions, but a preventative maintenance program is in process. Tunnels are largely maintained through the VMS contract with a full-scale tunnel inventory, including all appurtenances, nearly complete in a separate effort.

2. Benefits to using Asset management
   a. How has your system improved or your program changed due to the use of asset management principle and data?

It allows a rational approach to resource allocation and a defense against politicizing the program.

3. Barriers to using Asset Management

a. Data problems/integration/collection

The Information Technology personnel are in charge of data, but unfortunately are removed from the needs of the program. We collect data, but they are in control of the other aspects.

b. Percent of system or operation covered

In effect, 100 %.

c. Interagency cooperation

Interagency cooperation can be challenging with the individuals running the development activities in DC not understanding the constraints and competing demands on DDOT funds. Cooperation with the National Park Service is both challenging and rewarding as is the more limited interaction with the 15 to 20 agencies here in the District that have something to say about our projects depending on the project location and scope. Utility cooperation is probably the most unrelenting and least rewarding of the project challenges, never as high profile as dealing with a federal agency, but the one almost always guaranteed to cause problems throughout the process.

4. Are you using Asset Management for non-highway modes and how?

NA

5. What improvements would you recommend in the implementation of Asset Management?

a. Areas that need improvement

Data integration, what-if tools, and communication methology.

b. Future research

c. Data